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SUPPLEMENT TO
REPORT NO. 25X1

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CENTRAL INTELLIGENCE AGENCY

8. Source learned from Soviets that work was being done in three shifts and that approximately 5,000 men worked the day shift.
9. The airfield was guarded by a military unit consisting mostly of Fortlers.

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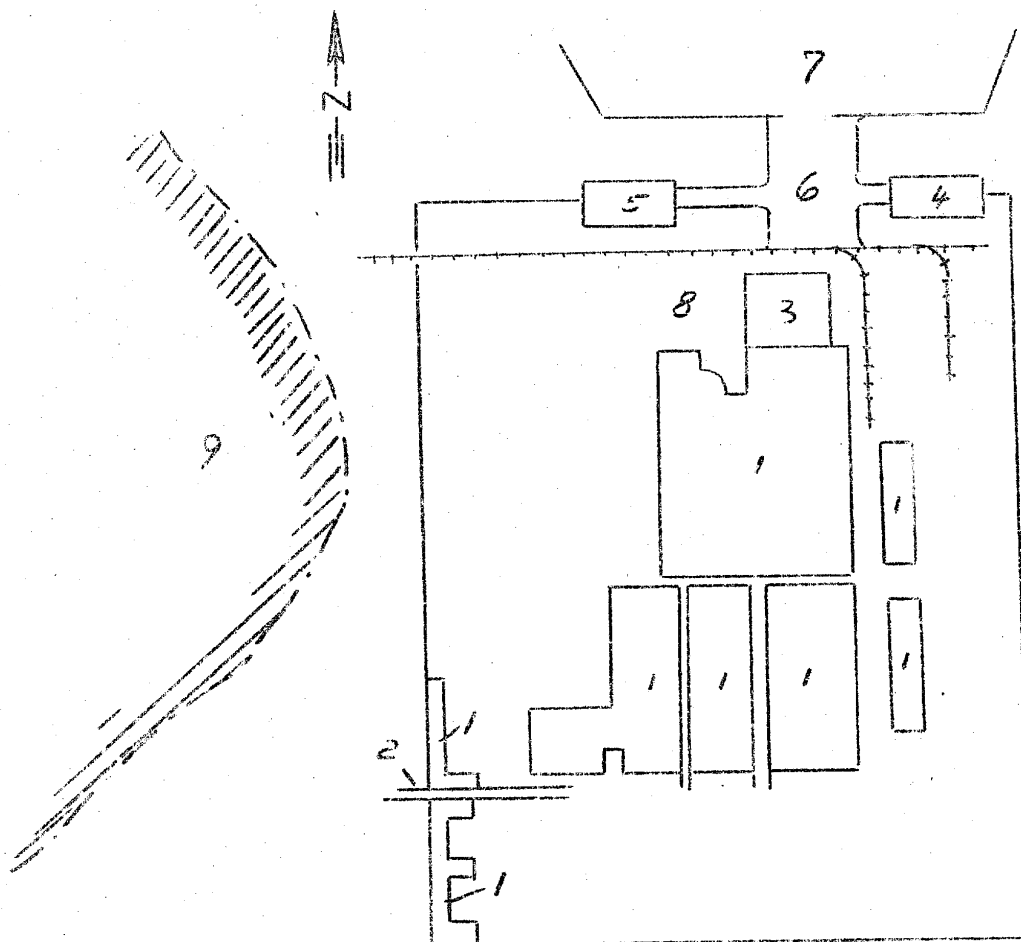
[redacted] Comments.

- (1) For layout of aircraft plant, see Annex.
- (2) The existence of such a numbering system is reported for the first time. However, the correctness of the observation is not doubted. The stated output of 300 aircraft within a period of 14 months appears to be too low and can only be explained by the assertion that the production of the aircraft type concerned was to be discontinued altogether.
- (3) This observation is believed to be correct. The fact that half-finished planes were taken out of the workshops may have been due to lack of parts or inability to maintain production schedules.
- (4) This four-engine plane could not have been an IL-10 which has been used by the Soviet Air Line for several years. It is believed more probable that the plane was an experimental prototype of a new model.
- (5) The presence at the factory field of 70 IL-10s indicates that this was approximately the monthly output. From data available on other Soviet aircraft plants, it could be inferred that the number of aircraft stationed at any one factory field roughly corresponds to the output of four to six weeks.

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Layout of Kazan Aircraft Plantscale about 1:7,000Legend:

1. Hangars and buildings.
2. Main entrance.
3. Assembly shop.
4. and 5. New workshops, each 70 x 140 meters.
6. Taxistrip to airfield.
7. Airfield.
8. Four-engine plane assembly area.
9. Village of Karavayevo.

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